

Michigan Department of
Transportation

**2004-2008
FIVE-YEAR
TRANSPORTATION
PROGRAM**

VOLUME VI

2004 Multi-Modal Program

The FY2004 appropriation bill for the Michigan Department of Transportation (MDOT) lists the Multi-Modal Transportation Services Bureau as two separate bureaus in Sections 114 through 118 - the Bureau of Aeronautics and the Bureau of Urban and Public Transportation (UPTRAN). For UPTRAN, the administration program includes the following.

Local Bus Operating Assistance

This program provides funding for operating expenses of local transit agencies/authorities. Act 51, of the Public Acts of 1951, as amended, sets the state assistance at up to 50 percent of eligible operating expenses for urbanized areas over 100,000 population and up to 60 percent for nonurbanized areas and urbanized areas under 100,000 population.

Specialized Services

The Specialized Services program provides operating assistance for public transportation services primarily geared toward the elderly and persons with disabilities.

Ridesharing

This program provides grants to Local Rideshare Offices (LROs) for rideshare matching, service development, and organizational efforts. The Rideshare program assists persons in finding alternative transportation services for the work commute.

Vanpooling

This program funds the continuation of "MichiVan" vanpool services to qualified commuting groups of four or more persons throughout the state. The program is self-supporting except for service development and administrative costs. MichiVan is an energy-efficient form of transportation that contributes to the relief of traffic congestion and air pollution. The program serves both employer and employee needs.

Intercity Bus Equipment

This program provides capital assistance to ensure that safe, modern vehicles are used to serve intercity bus travelers throughout Michigan. It enhances the operating safety and attractiveness of such service through provision of new equipment.

Intercity Bus Service Development

This program provides financial support to intercity bus passenger services across the state of Michigan to avoid isolation of small communities, support tourism and economic development, and provide a connection to the national bus system.

The funds are also used to fund intercity rail service development and projects that develop and support intermodal coordination between intercity bus, rail, and local transit.

Intercity Bus and Limousine Regulatory

This program includes the licensing and safety inspection of intercity bus carriers operating in the state of Michigan, licensing and regulation of limousines, and administration of the federal Motor Carrier Safety Assistance Program (MCSAP), which tracks safety compliance of all motor carriers domiciled in Michigan.

Intercity Terminal Development

This program provides funding for construction of safe and convenient facilities for the public traveling by intercity bus and rail. Significant segments of the population served include students, families, the disabled, and the elderly. Intercity terminals contribute to economic development in local areas. The funds may be used to match federal grants to transit agencies for intercity terminal projects.

Bus Property Management

This program provides for expenditures related to vehicle insurance and the maintenance of state owned loaner transit vehicles and facilities.

Federal Non-urban Operating and Capital

This program provides Federal 49 USC 5311 funds for operating or capital assistance in non-urbanized areas of the state (under 50,000 population) including intercity bus service. This program is permitted under Act 51, of the Public Acts of 1951, as amended, and is required to make use of federal transit funds allocated to Michigan for specific purposes/projects.

Planning Grants

Several urban transit agencies utilize Federal Transit Administration funds under 49 USC 5307 for planning tasks directly related to the area's transit program. The Planning Grants program provides matching funds on an 80 percent FTA, 10 percent state, and 10 percent local basis. The federal funds are granted directly to local transit agencies.

Service Development and New Technology

This program provides funds for State and local transit related projects in areas of research, development, demonstration, training, planning and coordination, and special operational and technical projects.

Freight Property Management - State-Owned Rail Line Management Program

MDOT owns nearly 700 miles of active rail lines and contracts with private railroad companies to provide service to rail users located on those lines. The State-Owned Line Management Program includes contracts with those private operators or other contractors for the management of the lines' physical property.

Rail Passenger Services

This program currently is comprised of two main work areas: Development and implementation of Intercity Passenger and High Speed Rail and oversight and related activities associated with the operating contracts for the Grand Rapids-Chicago *Pere Marquette* and the United States portion of the Toronto-Chicago *International* services.

Freight Preservation and Development

This program preserves and improves Michigan's rail freight transportation infrastructure. Investments are directed to continue the safe and efficient operation of state-owned rail properties and facilities and to construct freight facilities to support Michigan's economic development.

Under the Freight Economic Development Program, loans (which can be converted to grants over time if certain contractual conditions are met) are awarded to businesses/industries locating or expanding in Michigan which require rail service or to governmental entities interested in assisting these businesses. The program funds up to 50% of eligible project costs associated with the construction of railroad spur tracks, rail yards and related facilities. Project approval is based upon job creation or retention, increased rail car loadings, and other economic benefits.

Rail Infrastructure Loan Program [Commonly referred to as the Michigan Rail Loan Assistance Program (MiRLAP)]

The MiRLAP program provides no-interest loans to railroads or other parties owning rail facilities. These loans, for rail infrastructure improvements, fund up to 90% of the rail portion of project costs. The loan recipient must provide the 10% match. The program operates as a self-sustaining revolving loan fund and conducts annual calls for projects.

Rail Safety Program

The Rail Safety Program assists road authorities, industries and railroad companies in improving safety for motorists and railroad workers. Primary functions within the program include:

1. Conduct on-site reviews at all public grade crossings in the state (approximately 4800 on local roads and 300 on state trunklines) every two years to assess current traffic safety conditions and needs. Notify appropriate railroads/road authorities of needed improvements.
2. Investigate and initiate action to resolve "less than standard" railroad track clearance complaints, applications for close clearance variances, and railroad employee complaints concerning shelter house conditions and safe walkways.

Road and Bridge Programs - Rail Grade Crossing

The Bureau uses Road and Bridge program funds for the Rail Grade Crossing Program which consists of:

1. Local Grade Crossing Program
2. Grade Separation Loan Program

The Local Grade Crossing Program assists local road authorities and railroad companies in enhancing safety at railroad grade crossings. Provides state and/or federal funding for projects which improve motorist safety at the approximately 4800 public grade crossings of roads under the jurisdiction of some 370 local road authorities.

Rail Programs

In Fiscal Year 2004, MDOT will spend \$5 million in state funds to rehabilitate approximately 54 miles of state-owned track, rebuild 14 state-owned railroad crossings, and repair state-owned railroad bridges. We will close 15 railroad crossings and conduct approximately 2,500 railroad grade crossing safety on-site reviews. Approximately \$500,000 will be available for economic development for businesses locating or expanding in Michigan which require rail service. MiRLAP will have approximately \$3.6 million available to help preserve and improve Michigan's rail freight infrastructure.

Plans for Fiscal Year 2004 include:

- MDOT will be negotiating with Amtrak to operate the Michigan train services in FY2004 at the FY 2003 funding level.
- Design plans for the New Center in Detroit will be reviewed. The New Center will house Amtrak and bus services.
- Continue the review of a proposal to operate a daily train between downtown Detroit and Ann Arbor. The Detroit to Ann Arbor Commuter Rail Study (formally the Lansing to Detroit Regional Rail Study) has melded with Southeast Michigan Council of Government's (SEMCOG) Downtown Detroit to Metro Airport Rail Study.

This merger has expanded the scope of this project and pooled its resources to complete the work necessary to submit an application to the Federal Transit Administration (FTA) for funding consideration as part of the New Starts Report.

- A study has been initiated to consider a new Amtrak Station in Dearborn. The preferred site has been selected and work has begun on facility design.

- The verification and validation (V & V) of the Incremental Train Control System (ITCS) will begin. The V & V is to obtain FRA certification for train speeds of 90 MPH, and approval to increase revenue train service speeds to 110 MPH, in late 2005.
- The introduction of the *Bluewater* schedule for the *International* service. Electric power, portable water, and other improvements will be made at Port Huron to accommodate “bedding” the train at this station and to facilitate an early morning Amtrak departure to Chicago.

Marine Passenger

This program provides capital assistance to Michigan’s two publicly owned ferry operations - the Eastern Upper Peninsula Transportation Authority and the Beaver Island Transportation Authority to improve dock infrastructure, vessels, and support equipment. Residents of Beaver, Drummond, Neebish, and Sugar Islands depend on these services for transportation to the mainland.

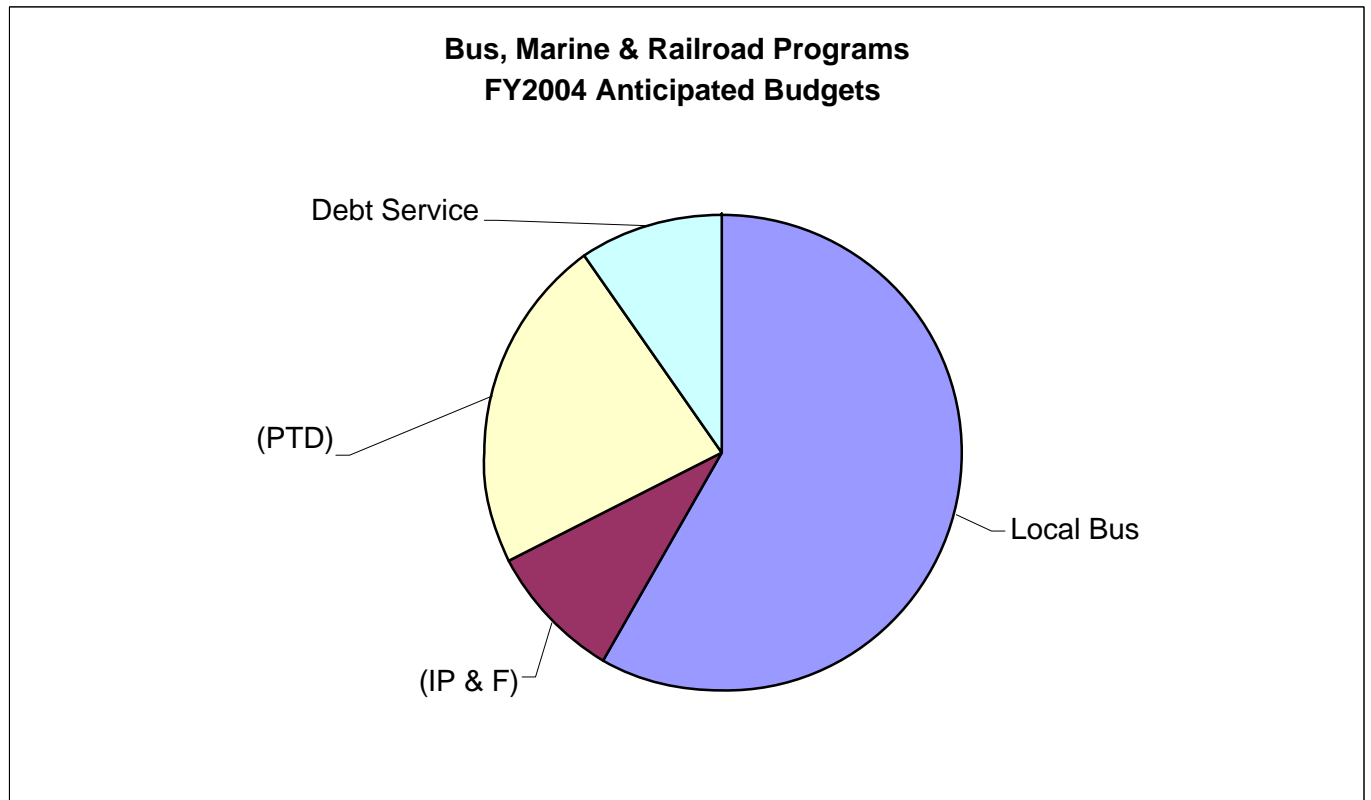
Detroit/Wayne County Port Authority

Under the Port Authority Program, MDOT contracts with the Detroit-Wayne County Port Authority (DWCPA) to provide legislatively-earmarked funding to support port operations for the movement of goods and the promotion/development of transportation, industrial, recreational, and commercial facilities within its jurisdiction.

The following charts provide information regarding anticipated revenues for FY2004. These monies will be used to support the programs mentioned above.

Bus, Marine, and Railroad Programs FY 2004 Anticipated Budgets

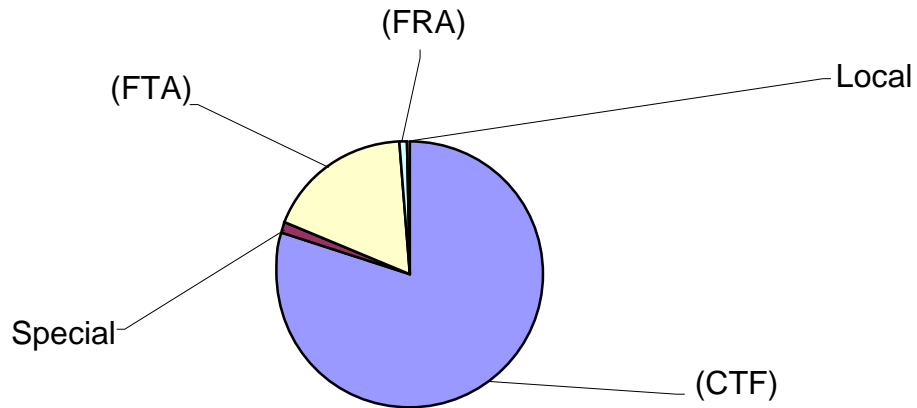
Local Bus	172,580,000
Intercity Passenger & Freight (IP &F)	28,727,700
Public Transportation Development (PTD)	67,844,700
<u>Debt Service on Bond Revenue</u>	<u>28,720,500</u>
Total	297,872,900



Bus, Marine, and Railroad Programs FY 2004 Appropriated Source of Funds

Comprehensive Transportation Fund (CTF)	238,372,900
CTF Special Funds	3,000,000
Federal Transit Administration (FTA)	52,600,000
Federal Railroad Administration (FRA)	3,100,000
<u>Local</u>	<u>800,000</u>
Total	297,872,900

Bus, Marine & Railroad Programs FY2004 Appropriated Source of Funds



Aeronautics and Commission Administration/Management

The Michigan Aeronautics Commission (MAC) is responsible for the safe development of aviation in Michigan, and in concert with federal and local governments, to maintain safe and cost effective facilities that will serve the needs of commercial and private air users. In addition, the Commission undertakes efforts to improve the accessibility of Michigan communities by facilitating retention and development of commercial passenger and freight services. Programs and activities provide for the protection and promotion of safety, effecting uniform laws relating to development and regulation of aeronautics; developing and implementing aeronautical rules and regulations, developing a statewide system of airports; developing and implementing programs to improve commercial passenger and cargo service, developing and implementing methods to insure the future of Michigan's airport system, minimizing the loss of open to the public airports; elimination of costly and unnecessary duplication of functions, coordinating activities and programs with federal authorities, all to be done to further the public interest and aeronautical progress within the State of Michigan.

The following information list many programs administered by the Aeronautics Commission.

Operation of State Airports

The Bureau is responsible for the operation of department and MAC owned airports statewide. This responsibility currently extends to five airports. These responsibilities are all currently delegated, through contractual agreements, to various public and private agencies.

Air Service

Michigan's aviation system in 2002 served over 36 million passengers on scheduled air carrier aircraft at 18 commercial service airports. As emphasized by the \$33.8 billion in goods exported internationally in 2002, Michigan's commerce depends upon a quality multi-modal transportation system. Aviation is an important element of that system, transporting both people and goods quickly, safely, and efficiently. Additionally, Michigan's extensive tourism industry requires efficient air transportation to support development. Since Michigan is removed from the nation's primary east/west highway corridors and has a peninsular geography, quality air service is essential for access to and from many Michigan communities and to support our state's economic growth.

Air Transport

The Air Transport program provides aircraft, pilots, and mechanics in support of MDOT's role in airport inspection, navigation aid and weather systems maintenance, safety and education, airport development programs as well as other bureau responsibilities and program activities. Secondly, the air transport program is responsible for providing safe, efficient and reliable air transport service to the executive, legislative and judicial areas of government and other state agencies.

Air Transport also provides and maintains aircraft to support the mission of MDOT including land use determination, and aerial photography for highway design/survey. Air Transport personnel provide support for other Bureau activities and provide maintenance for all its aircraft, limited maintenance of Department of Natural Resources, Department of Military and Veterans Affairs, and Michigan State Police aircraft.

Aviation Safety and Education

The Aviation Safety program has two components. An internal safety and training program is designed to provide recurrent training for the bureau's pilots and aircraft maintenance personnel. The second component of the safety program is an active external safety initiative for Michigan pilots. This program is conducted in cooperation, and under the terms of a Memorandum of Understanding, with the Federal Aviation Administration.

The Aviation Education program is primarily for teachers in the K-12 schools. It is designed to show educators how aviation concepts can be included in everyday classroom activities as a motivator for learning. The program also seeks to promote aviation as a career option for young people.

Aeronautics Capital Improvement Program

The Bureau maintains and updates a 5-year funding program. The program provides a view of funding needed in the future at each of the public-use airports. Any capital improvement project involving state or federal funds must be environmentally cleared. The Bureau has been appointed by FAA to act as lead agency for environmental review. Bureau staff review and coordinate environmental documentation on all airport projects and maintains an updated as-built construction file for all state capital improvement projects. The Bureau coordinates Disadvantage Business Enterprise (DBE) requirements with airport sponsors, other department bureaus, and FAA, which involves developing DBE programs for sponsors involved with federal and state funded projects.

The Aeronautics Capital Improvements Program consists of the following components:

Federal/State/Local Grants

This program involves the administration of federal, state, and local funds for capital improvement projects to over 100 eligible state airports. Eligible airports are required to adhere to an airport master plan, environmental property acquisition, and contractual requirements for airport sponsors.

The Bureau prepares a statewide program for airport development and manages individual program projects. The majority of these grants are 90% federal, 5% state match, and 5% local match.

State/Local Grants

This program matches state and local funds for capital improvement projects. State funds must be matched by local funds at a 50-50 basis or under the small airports program, at a 90-10 ratio. This program is targeted to smaller projects, or to projects that do not meet the federal funding or eligibility criteria.

Airport Loans

The program consists of administering airport sponsors' requests for loans to Michigan airports. Loans are issued to publicly-owned airports for airport improvement projects on a priority basis and are allowed to borrow up to \$100,000. The interest rate is established by the state treasurer and has a maximum of six percent. The repayment schedule dictates yearly installments for a 10-year period or less. Loans can be used for local-only projects or as part of the airport sponsor's match in state/local or federal/state/local projects.

Airport Zoning Plans

Airport zoning plans are prepared for an individual airport and may cover height and land use restrictions. Some zoning ordinances involve the bureau through representation on their boards. Over 40 airports have adopted an airport zoning ordinance. The Bureau is responsible for advertising and promoting zoning for height and land use control.

Safety and Compliance Programs - Hazard Evaluation and Determinations

The Bureau administers the Michigan Tall Structures Act. Under the requirements of the act, the Bureau reviews proposed construction of utility lines, tall structures, radio and television towers in the vicinity of airports and airways for airport safety and airspace protection. A permit is issued for those proposals that do not adversely affect navigable airspace.

Safety and Compliance Programs - Licensing of Public-Use Airports

The Bureau annually completes a compliance evaluation/tracking and licenses each of the approximately 240 open-to-the-public airports in Michigan. This is done to assure the airports comply with the standards of the Michigan Aeronautics Code and to gather data for a state directory and aeronautical chart.

Safety and Compliance Programs - Flight School Licensing

The Bureau licenses flight schools as required by the Michigan Aeronautics Code. Flight schools requesting an initial license receive an on-site, detailed review of compliance items as well as guidance materials to assist them in serving their customers.

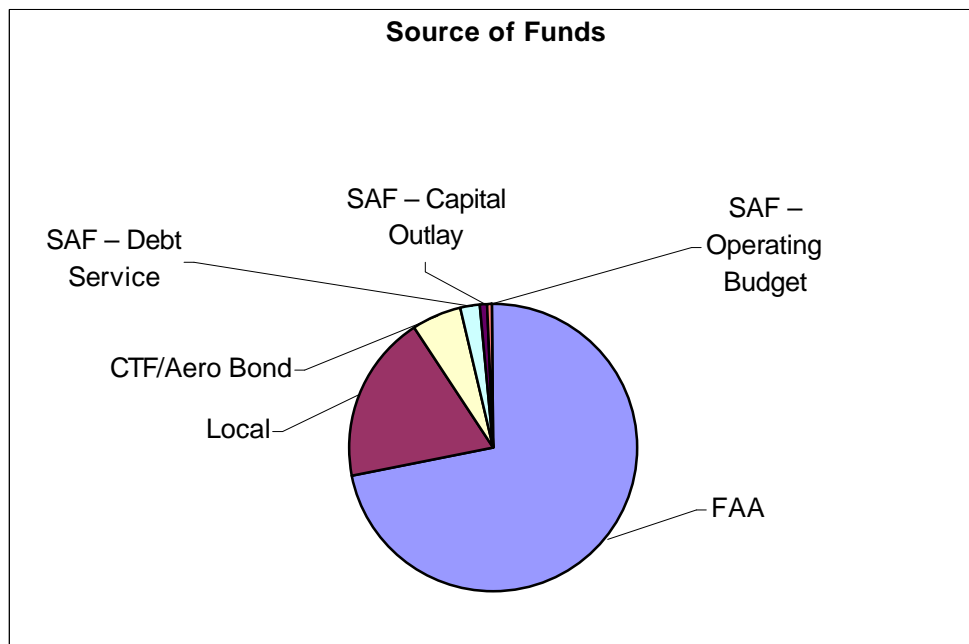
Safety and Compliance Programs - Michigan Airport Directory and Aeronautical Chart

The Bureau publishes an annual Airport Directory and Aeronautical Chart using data from airport inspections and numerous other local, state, and federal sources through the aviation network. One complimentary chart is provided to each licensed pilot in Michigan. The data found in the Airport Directory serve as a reference to pilots seeking operational data information.

The following charts provide information regarding anticipated revenues for FY2004. These monies will be used to support the programs mentioned above.

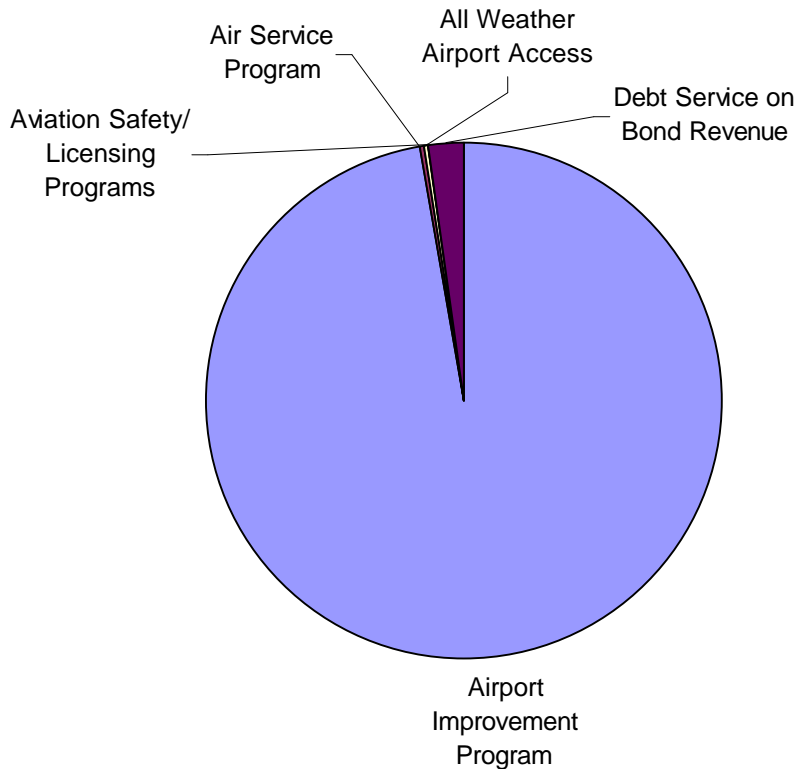
SOURCE OF FUNDS

FAA	160,000,000
Local	43,000,000
CTF/Aero Bond	12,000,000
SAF – Debt Service	5,000,000
SAF – Capital Outlay	2,000,000
<u>SAF</u>	<u>1,200,000</u>
Total	223,200,000



AVIATION PROGRAMS FY04 ANTICIPATED BUDGETS¹

Airport Improvement Program	217.000 million
Air Service Program	.600 million
All Weather Airport Access	.440 million
Aviation Safety/Licensing Programs	.160 million
Debt Service on Bond Revenue	5.00 million
<u>Total</u>	<u>223.200 million</u>



¹From all anticipated funding sources; federal legislation pending as of 12-11-03. Program budgets do not include staff salaries, travel, miscellaneous supplies, or other administrative costs. Debt Service is for bonds issued for Airport Safety and Protection Program (ASAP).

2004-2008 Five Year Highway Program

This edition of the Five Year Transportation Program continues the implementation of Governor Granholm's *Preserve First* initiative. The *Preserve First* program places an increased emphasis on preserving our transportation system rather than expanding it. MDOT has made substantial progress toward our future pavement condition goal of having 95% of the freeways and 85% of the non-freeways in good condition by 2007. The *Preserve First* focus will allow us to improve the condition of our roads and bridges to protect the investments of Michigan taxpayers.

Early in 2003, MDOT deferred \$770 million of capacity improvement and new road projects in favor of advancing preservation work that will bring us closer to the pavement and bridge condition goal. MDOT evaluated these capacity improvement and new road projects to ensure that they were taken to a logical stopping point. Commitments are being completed for environmental clearance, design, and right-of-way activities that were significantly underway. In addition, in the summer of 2003 MDOT agreed to reinstate phases of 17 of the 34 deferred projects that significantly contributed to safety, economic development and congestion mitigation.

When MDOT is certain that we can reach and sustain the pavement condition goal, and when additional federal money becomes available, the remaining deferred projects will be added back into the program. MDOT will continue to move forward with several types of non-capacity increase projects that will improve traffic flow. These include passing relief lanes, turn lanes at intersections, and freeway modernization.

Preserve First provides approximately \$432 million in additional road and bridge preservation work over the next four years, beginning with the 2004 program. These projects were selected based on a statewide needs evaluation, focusing on freeways and routes carrying high volumes of traffic. An additional \$72 million will be directed to our Safety, Enhancement and Noise Walls programs for the period covering 2004-2007. *Preserve First* will help ensure continued progress and success in reaching the department's pavement and bridge condition goals.

The road and bridge preservation projects included in the five-year plan are prioritized based on approved asset management strategies, with a specific focus on repairing our worst roads and bridges and extending the life of roads and bridges to keep them in good condition. Our programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.

It is also important to note that the Transportation Equity Act of the 21st Century (TEA-21), the federal legislation which guides the distribution of Highway Trust Fund dollars

expired on September 30, 2003. Congress enacted an interim five-month extension while a new federal transportation bill is being developed.

MDOT and its partners are working hard during the reauthorization of TEA-21 to ensure that the maximum amount of federal dollars possible will be allocated to Michigan to help us accomplish our goals. MDOT, in cooperation with our local partners statewide, have developed a list of important objectives we hope to see accomplished in the next reauthorization. For a complete list of the objectives, please see **Appendix A**.

2004-2008 Revenue Assumptions - Highways

The federal aid revenue estimate used to develop the 2004-2008 Five Year Transportation Program for highways is based on MDOT's share of the fiscal year 2003 Federal Aid Highway Program obligation authority of \$31.6 billion nationally. We have assumed no additional federal aid from the Revenue Aligned Budget Authority (RABA) in FY 2004 and beyond. Beginning in fiscal year 2004 federal aid apportionments are assumed to increase 3.2 percent compounded annually, from fiscal year 2003 levels. Expected federal aid revenues total \$3.529 billion over the 2004-2008 Five Year Transportation Program timeframe.

The state aid revenue estimate used to develop the 2004-2008 Five Year Transportation Program for highways is based on MDOT's share of the fiscal year 2004 and fiscal year 2005 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Office of Revenue and Tax Analysis. Future year state revenue is forecasted using a long range forecasting model. The State revenue estimate accounts for the Diesel Fuel Simplification package and other legislative changes to the MTF (Transportation Administration Collection Fund and trailer registration fees) as signed into Michigan law in 2003. MDOT's state transportation revenues available for the capital road and bridge program (including routine maintenance) total \$2.809 billion during the 2004-2008 Five Year Transportation Program timeframe.

In October 2003, the State Transportation Commission approved a resolution allowing MDOT to issue up to \$480 million in new bonds between 2004 and 2006. It is anticipated that approximately \$280 million in new bonds will be issued in order to fund *Preserve First*. Another \$200 million in new bonds will be issued in order to fund the resumption of the capacity improvement projects. It is assumed that MDOT will convert existing short term notes to long term debt beginning in 2006.

Please Note:

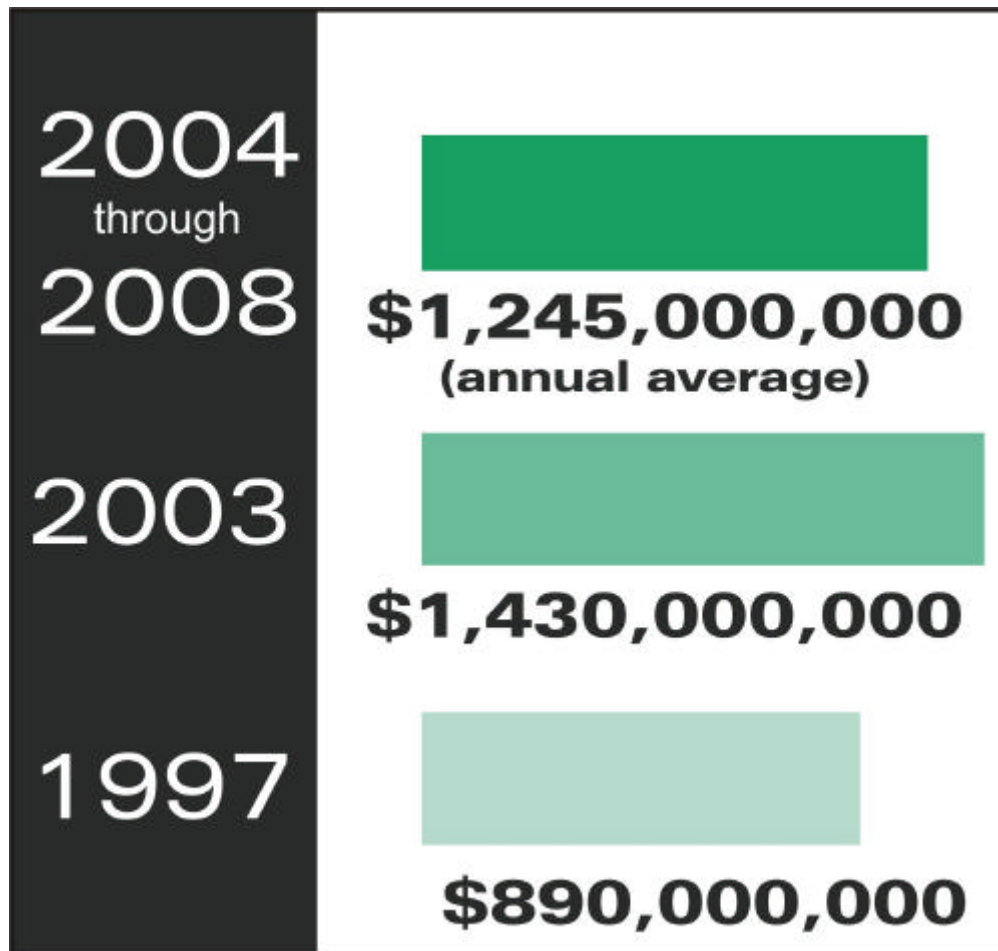
While every effort has been made to ensure that the information included in this plan is both accurate and reliable, it is expected that some changes will occur over time, especially for projects in the later years of the program. For a variety of reasons, projects may be delayed, expedited or the scope of a project may be altered in the

coming years. For this reason, MDOT updates this Five Year Transportation Program on an annual basis

At the same time, all of the projects included in this program are consistent with both the State Long Range Plan (SLRP) and the State Transportation Improvement Program (STIP), which contain the Transportation Improvement Programs (TIPs) for the Metropolitan Planning Organizations (MPOs).

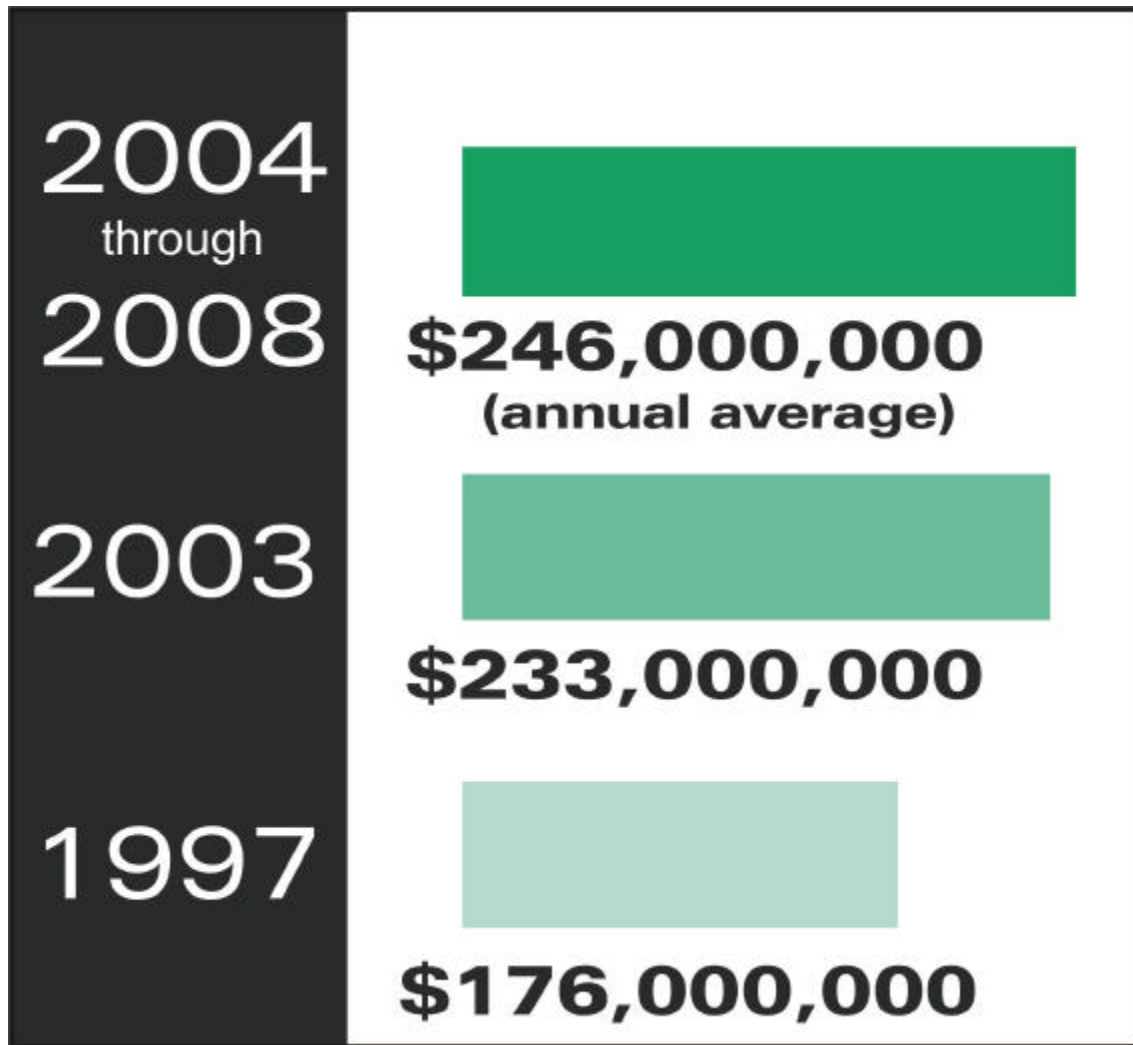
The 2004 program may list projects that were completed in 2003. MDOT operates on a fiscal year, rather than the calendar year. Our fiscal year begins October 1 of one year through September 30 of the following year. Therefore, October to December of 2003 is considered part of the 2004 program.

ANNUAL ROAD AND BRIDGE INVESTMENTS



Each year from 2004 to 2008, MDOT will invest an average of \$1.245 billion to improve approximately 360 miles of road and approximately 325 bridges on the state highway system. Routine maintenance activities also are included in this investment level.

ANNUAL ROUTINE MAINTENANCE BUDGET



Beginning in 2004 and continuing through the life of this Five-Year Program, an average of \$246 million per year will be spent for routine maintenance. Routine maintenance consists of many important day-to-day activities including pothole filling, snow plowing, sweeping, and grass cutting. This effort continues the increased funding for routine maintenance beyond the \$176 million spent in 1997.

The Michigan Department
Of Transportation

2004-2008

Five Year

Transportation

Program

Volume VI

MDOT'S FIVE-YEAR HIGHWAY PROGRAM

2004-2008 Capital and Maintenance Programs

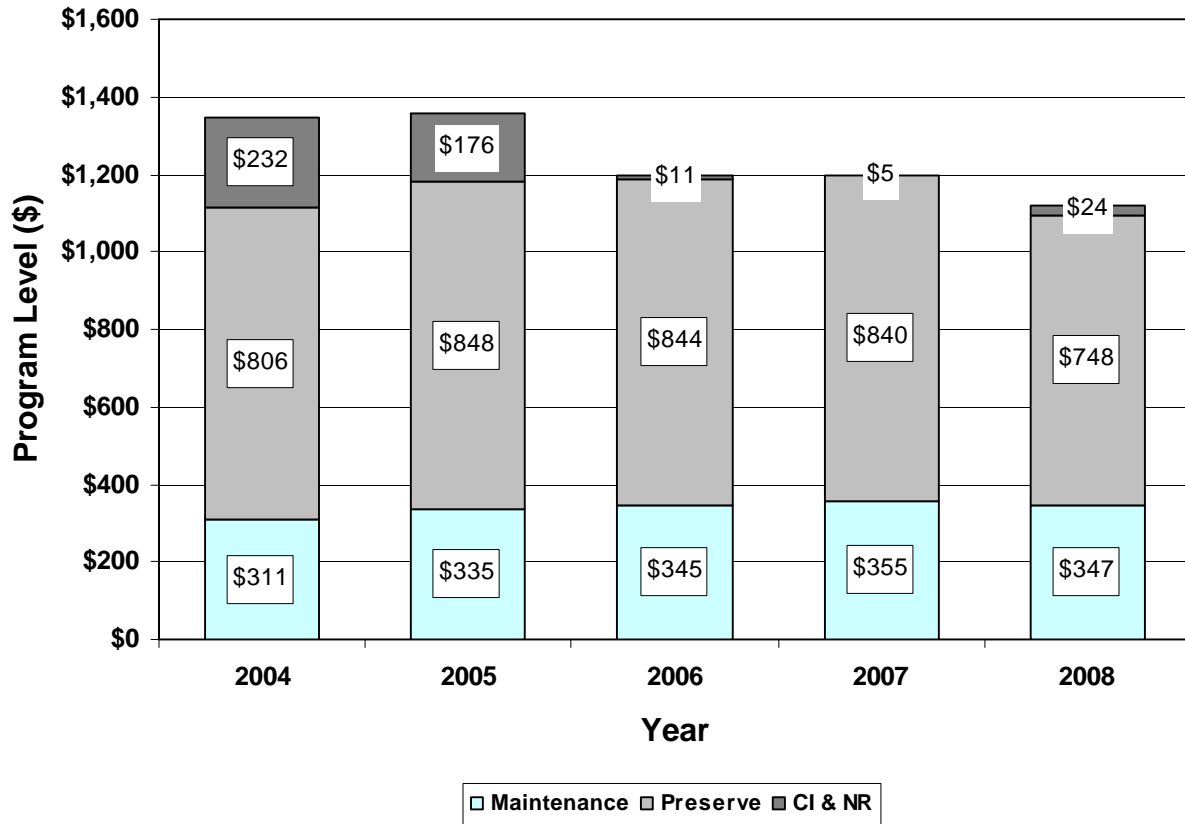
This five year transportation program will provide Michigan travelers with an average of over 360 miles of improved roads in each of the next five years, as well as repairs to an average of 325 bridges per year. We also will manage our road system by extending the life of approximately 1,450 miles of pavement each year through the Capital Preventive Maintenance (CPM) Program. The investment of the Five Year Road and Bridge Program totals \$6.227 billion from 2004 to 2008 or approximately \$1.25 billion annually.

This 2004-2008 Transportation Program continues the implementation of Governor Granholm's Preserve First strategy. This strategy increases the emphasis on preserving our transportation system rather than expanding it.

Additional preservation funding has also been allocated in this five year program to address the pavement condition of the non-freeway network. In fiscal year 2004, MDOT began implementation of a four-year Non-Freeway Resurfacing Program (NFRP). This program will invest approximately \$72 million on low volume, non-freeway roadways in poor condition from 2004 to 2007 and improve approximately 700 miles of non-freeway trunklines throughout the state. This program, as well as the implementation of Preserve First, will help ensure continued progress toward reaching the department's 2007 pavement condition goal.

The following chart demonstrates the emphasis on preservation of our system in this five year transportation program.

**FY2004 to FY2008
Five Year Highway Program
(Millions)**



Category funding for road and bridge improvements during the next five years are as follows:

MDOT's Five Year Road and Bridge Program

REPAIR AND REBUILD ROADS AND BRIDGES	Annual Average	5-Year Total
REPAIR AND REBUILD ROADS		
Preserve Roads (Rehabilitation and Reconstruction) ⁽¹⁾	\$ 413 million	\$ 2,063 million
Non-Freeway Resurfacing	\$ 14 million	\$ 72 million
Passing Relief Lanes ⁽¹⁾	\$ 12 million	\$ 60 million
TOTAL REPAIR AND REBUILD ROADS	\$ 439 million	\$ 2,195 million
MAINTENANCE ACTIVITIES		
Routine Maintenance	\$ 246 million	\$ 1,230 million
Capital Preventive Maintenance (CPM) - Road	\$ 93 million	\$ 464 million
TOTAL MAINTENANCE	\$ 339 million	\$ 1,694 million
BRIDGES (Rehabilitation and CPM)	\$ 193 million	\$ 965 million
TOTAL REPAIR AND REBUILD ROADS AND BRIDGES	\$ 971 million	\$ 4,854 million
CAPACITY IMPROVEMENTS ⁽⁵⁾ AND NEW ROADS		
Capacity Improvements ⁽¹⁾	\$ 67 million	\$ 334 million
Research Capacity Improvements	\$ 11 million	\$ 56 million
New Road Construction ⁽¹⁾	\$ 11 million	\$ 56 million
Research New Roads	\$ 0 million	\$ 2 million
TOTAL CAPACITY IMPROVEMENTS & NEW ROADS	\$ 89 million	\$ 448 million
OTHER		
Safety Programs	\$ 56 million	\$ 282 million
Federal Mandates ⁽²⁾	\$ 72 million	\$ 361 million
TEDF ⁽³⁾	\$ 3 million	\$ 15 million
State Programs ⁽⁴⁾	\$ 54 million	\$ 267 million
TOTAL OTHER	\$ 185 million	\$ 925 million
TOTAL FIVE-YEAR TRUNKLINE PROGRAM	\$ 1,245 million ⁽⁵⁾	\$ 6,227 million ⁽⁵⁾

Source: Estimated Capital Outlay Program Template

1 Project lists included in the Five Year Road & Bridge Program document. Preserve First funding included.

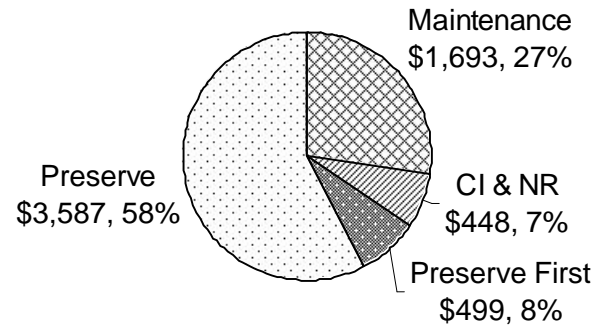
2 Includes CMAQ, Enhancement and other programs.

3 TEDF is the Transportation Economic Development Fund.

4 State programs include the Michigan Institutional Roads program, Non-discretionary "M" Program, State Railroad Crossing program, Program Development and Scoping, Advanced ROW Acquisition, and Jurisdictional Transfers.

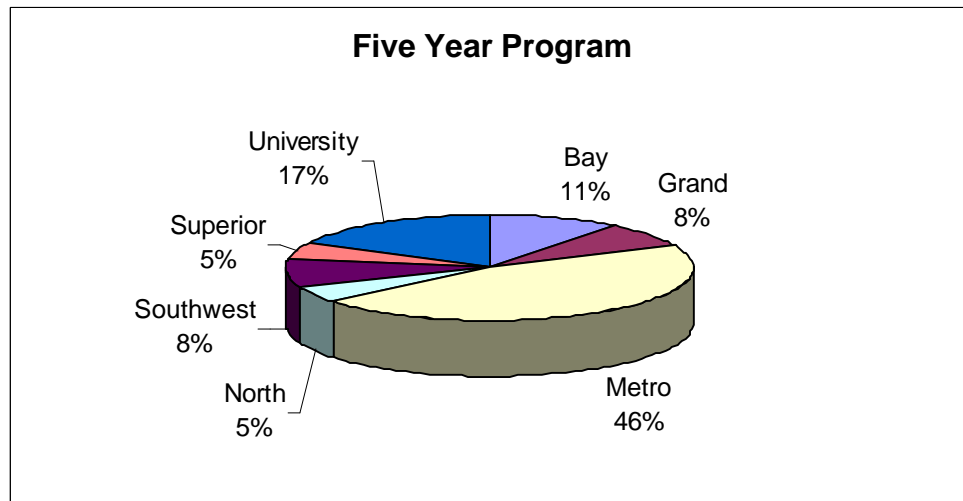
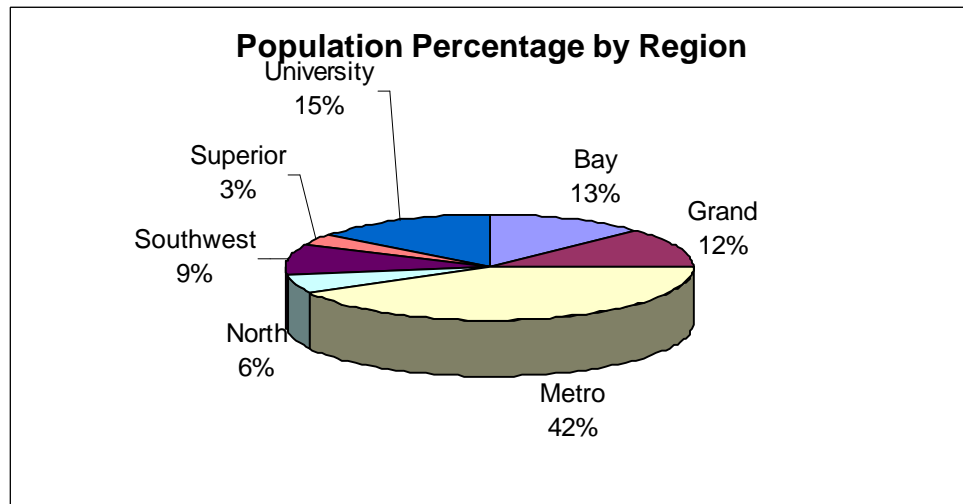
5 A substantial portion of a CI project is preservation of the existing road.

**MDOT's Five Year Highway Program
FY 2004 - FY 2008
(Millions)**



▣ Maintenance ▤ CI & NR ▦ Preserve First □ Preserve

Region by Region Comparisons*



* Includes road repair and rebuild, bridge preservation, capacity improvements and new roads.

Traffic Volumes and Trends

Roadway usage on all roads in Michigan rose to 97.8 billion annual vehicle miles traveled (AVMT) in the year 2000. This is a 17 percent increase from a decade ago.

Traffic volume and trend information for Michigan's state highway system are major inputs into MDOT's long-range strategies. Although the state trunkline system comprises only 8 percent of Michigan's roadway network, it carries 54 percent (51.5 billion) of total statewide traffic. Travel on state trunkline highways is expected to grow 27 percent to 65.5 billion AVMT in 2025. This is shown on Table A.

Table A also shows the percentage of state trunkline AVMT which occurs under congested conditions. Briefly, traffic flow is characterized by its Level of Service, or LOS. Alpha letter codes for LOS are defined in the 2000 Highway Capacity Manual for inventory data as A-F. Congested conditions are defined as Level of Service F. These conditions represent a volume-to-capacity ratio greater than or equal to 1.

Michigan's freeway system alone carried 57 percent of the AVMT on the state trunkline system in 2000 (see Table A). In that same year, 10 percent of the freeway AVMT (4.9 billion) occurred under congested conditions, based on the definition above. Highway travel in Michigan continues to increase, and with little new road capacity built, urban traffic congestion has worsened. AVMT has increased by more than half in two decades and nearly a quarter of Michigan's urban interstates and freeways are congested. It is projected that travel on the entire freeway system will grow an additional 24 percent by the year 2025. By 2025, travel under *congested* conditions on the freeway system is projected to increase by 49 percent, to 7.3 billion AVMT (see Table A).

Table A
Annual Vehicle Miles of Travel (AVMT) on State Trunkline System

		2000			2025		
		In Billions	Percent of System	Percent of Total	In Billions	Percent of System	Percent of Total
Freeway System	UnCongested	24.3	83%	47%	29.3	80%	45%
	Congested	5.0	17%	10%	7.3	20%	11%
	Total	29.3	100%	57%	36.6	100%	56%
Non-Freeway System	UnCongested	20.5	92%	40%	24.9	86%	38%
	Congested	1.7	8%	3%	4.0	14%	6%
	Total	22.2	100%	43%	28.9	100%	44%
Total State Trunk-line System	UnCongested	44.8	87%		54.3	83%	
	Congested	6.7	13%		11.2	17%	
	Total	51.5	100%		65.5	100%	

Notes: 2025 AVMT figures are calculated using growth rates from the Statewide Travel Demand Model. The rates are based on the change in number of trips assigned to each segment of the model using the trip tables.

Congested conditions are defined as Level of Service F. These conditions represent a volume-to-capacity ratio greater than or equal to 1.

Region Strategies and Highlights

To accomplish our statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets, but the projects reflect each region's careful efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities as well as the type of travel, weather, soils, etc.

The pages that follow provide additional details about Michigan's highway system and the strategies underlying the project selection process for the various programs described in the Five-Year Road & Bridge Program. Each region section contains the following:

Regional Highlights: Through regional cooperation with our local partners, MDOT Regions strive to deliver improved roads and bridges to the traveling public statewide. The narratives on the following pages describe recent accomplishments and important activities planned for the next five years listed under the following categories:

- \$ **Past Regional Accomplishments**
- \$ **Five Year Road & Bridge Program**
- \$ **Corridor Improvement Strategies**
- \$ **Capacity Improvements and New Roads**

Project Lists: The project list contained at the end of each region's narrative is separated into two sections. The first section contains road and bridge rehabilitation and reconstruction projects. The second contains capacity improvements and new roads. The lists were separated because the phases involved in capacity improvements and new roads can take several years. Most road and bridge rehabilitation and reconstruction projects are completed in one year. In each case, the lists are organized first by route, then by county, then by year.

For those reviewing the project lists, the bridge program is fully programmed for the first two years of the five year program, but only partially programmed in the last three years. Thus, all of the projects for years 2004-2006 are not currently listed in the program. More projects, typically Capital Preventive Maintenance projects, will be added to the 2004-2006 program as we get closer to those years and the latest inspection information is available and analyzed.

The dollar amounts planned for bridges as listed in the summaries of the Five-Year Totals and Annual Averages includes all of the investments planned, not just those bridge projects represented in the project lists.

For capacity improvements and new road projects, the project lists typically include the following phases:

- \$ **EPE** - early preliminary engineering, which includes preliminary corridor location work, alternative determination, and environmental clearance
- \$ **PE** - preliminary engineering, which includes design work
- \$ **ROW** - right-of-way acquisition
- \$ **CON** - construction.

MDOT Regions and Transportation Service Centers

